ILLINOIS DOT HYBRID BUS GRANT APPLICATION

Program Overview June, 2009

Overview

On May 22, 2009, the Illinois Department of Transportation (IDOT) applied for a \$4 million grant from the Transit Investments for Greenhouse Gas & Energy Reduction (TIGGER) of the American Recovery and Reinvestment Act of 2009 (ARRA) to reduce greenhouse gas emissions and energy consumption. If funded, the project will:

- > Replace 31 paratransit buses with hybrid-electric buses at seven transit agencies
- > Reduce fuel usage by a total of 100,000 gallons
- > Reduce greenhouse gas emissions by a total of 871 metric tons
- > Create and sustain 24 full-time domestic manufacturing jobs
- > Support new opportunities for job training
- > Show Illinois communities that the state is taking a proactive stance to protect the environment and reduce its dependence on foreign oil.

Project Details

The Transit Investment for Greenhouse Gas and Energy Reduction (TIGGER) program makes \$100 million available through competitive grants nationwide. The grant application submitted by IDOT is for 31 hybrid-electric paratransit type buses that would replace less efficient diesel and gasoline buses of roughly the same size. Paratransit buses are typically used to transport elderly and disabled citizens. A hybrid bus is one that uses two energy sources to propel the vehicle. If funded, the project will distribute the 31 hybrid buses to seven Illinois agencies:

- a. Bloomington-Normal Public Transit System
- b. Champaign-Urbana Mass Transit District
- c. PACE Suburban Bus
- d. Rockford Mass Transit District
- e. Rock Island County Metropolitan Mass Transit District (MetroLINK)
- f. Springfield Mass Transit District
- g. St. Clair County Transit District

Many agencies are expected to compete for FTA funding under the TIGGER program, but IDOT is confident that its proposal has several advantages including the innovative nature of the project. IDOT would be among the first in the nation to use hybrid-powered, small-

scale transit buses in paratransit operations. With assistance from Transit Resource Center, IDOT has committed to document fuel usage and emissions reductions, and carefully monitor operational data associated with smaller hybrid bus operation. After collecting data, IDOT will report its findings in a comprehensive manual that will benefit other transit agencies in Illinois and across the country.

To make the project "shovel ready," IDOT will partner with the Minnesota Department of Transportation (MDOT) on an existing hybrid paratransit bus order. Hybrid buses under this project will be powered by an Azure Dynamics hybrid system, which is manufactured domestically in Michigan. In addition to substantially reducing fuel consumption and harmful exhaust emissions, advantages of the Azure Bus Hybrid System include an engine that turns off at idle to further reduce fuel and emissions, a system that recaptures braking energy, and offers a significant reduction in vehicle maintenance costs.

For further information, contact:

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Illinois Department of Transportation (IDOT) FTA-2009-0013 Grant Application

The IDOT Paratransit Bus Hybrid Program:

A national model for wide-scale utilization of hybrid buses in paratransit and demand response operations

Submitted by:

The Illinois Department of Transportation May 22, 2009

FTA-2009-0013 GRANT APPLICATION

SECTION 1: Proposal Summary

Project Name

The IDOT Paratransit Bus Hybrid Program: A national model for wide-scale utilization of hybrid buses in paratransit and demand response operations

Sponsoring Applicant

Illinois Department of Transportation

SECTION 2: Applicant Information

The Illinois Department of Transportation is submitting this application in collaboration with the following Illinois transit agencies:

- Champaign-Urbana Mass Transit District
- Rockford Mass Transit District
- St Clair County Transit District
- Springfield Mass Transit District
- PACE Suburban Bus
- Rock Island County Metropolitan Mass Transit District (MetroLINK)
- Bloomington-Normal Public Transit System

Detailed Applicant Information:

The Illinois Department of Transportation (IDOT)

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Description of Services and Areas Covered

The Illinois Department of Transportation (IDOT) oversees 52 public transportation systems carrying nearly 600 million passengers a year on approximately 7,300 transit vehicles throughout the entire state of Illinois. These systems offer modal choices for urban and rural residents and provide critical access to employment, health care, social services, education, and other important services for the 14 percent of Illinois households that do not have access to private vehicles.

IDOT is responsible for the oversight, maintenance, upkeep, improvement, and expansion of the Illinois Transportation System, which consists of:

- Nearly 140,000 miles of roads and streets and more than 26,400 bridges supporting nearly 300 million vehicle-miles of travel daily.
- 52 public transit systems with 5,700 transit vehicles serving nearly 600 million passengers a year.
- 52 privately owned freight railroad companies operating on more than 7,380 miles of rail line.
- 12 privately owned intercity bus companies.
- 83 public airports (11 with commercial air service) and 54 private airports.
- Nearly 1,900 miles of the more than 16,000-mile state highway system that are suitable for bicycling.
- 140 intermodal freight transfer facilities and 35 major passenger intermodal transfer points for intercity rail, bus, and air transportation.

Existing Fleet Information

The 52 public transportation systems in Illinois carry nearly 600 million passengers a year on approximately 7,300 transit vehicles. 4650 of these vehicles are buses or van pool vehicles.

Technical, Legal and Financial Capacity to implement the Proposed Project IDOT's Division of Public and Intermodal Transportation is responsible for implementing the state's program of technical assistance and capital and operating grants for the public transportation systems in Illinois. The Division also provides public transportation expertise to IDOT as well as monitors and analyzes technical and policy concerns.

Legal oversight and control of the project will be the responsibility of IDOT's Office of Quality Compliance and Review, which independently tests the Department's

internal control systems to further ensure the adequacy of the policies, regulations, and procedures and recommends improvements.

IDOT's Office of Finance and Administration as well as the Bureau of Budget and Fiscal Management will oversee and manage and track the project budget.

PARTICIPATING TRANSIT AGENCIES

Champaign-Urbana Mass Transit District (C-UMTD)

Contact Person: Karl Gnadt

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Phone: 217-384-8188

Email: kgnadt@cumtd.com

Description of Services and Areas Covered

The Champaign-Urbana Mass Transit District (C-UMTD) serves the Champaign-Urbana Metropolitan Area in east-central Illinois. This includes the communities of Champaign, Urbana, and Savoy in a service area covering 41 square miles with a population of 123,484. Today the MTD carries more than 10,000,000 rides per year; serves the University of Illinois at Urbana-Champaign campus and Willard Airport; and connects to Amtrak and intercity bus lines. In addition to more than 30 fixed routes, the MTD runs express services, a "safe-ride" service, an ADA Paratransit service, and a variety of services that offer connections to outlying areas.

Existing fleet information

C-UMTD's bus fleet management plan is on file with the FTA. The C-UMTD operates 100 transit buses on a fixed route system, and operates 14 paratransit vehicles that provide service to the elderly and handicapped on a demand-response system.

Technical, Legal, and Financial Capacity to implement the Proposed Project

The District is a Municipal Corporation with 287 employees devoted to transitrelated activities and a Board of Trustees that oversees activities and operations. The district operates one maintenance garage with 50 employees and the "Illinois Terminal," a multi-modal transportation center, which it owns and maintains. This transfer and customer service facility employs ten people.

C-UMTD's budget is overseen by the Director of Market Development, who reports to the Director of Management Information and the Controller. Corporate counsel

oversees grant agreements and contracts. Transit Resource Center Inc. (TRC) will provide technical and data collection assistance for the purposes of this project

Rockford Mass Transit District (RMTD)

Contact Info: Paula Hughes

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Description of Services and Areas Covered

The Rockford Mass Transit District (RMTD) provides fixed-route and paratransit service to the cities of Rockford and Loves Park and the Village of Machesney Park. The 39 fixed-route buses operate Monday thru Saturday on 17 routes, Sundays on 5 routes, and nightly on 6 routes.

Existing Fleet Information

As part of the Triennial Review in 2007, RMTD filed a bus fleet maintenance plan. RMTD's existing fleet consists of 34 paratransit vehicles, 39 fixed-route buses (35-and 30-foot models), and one trolley.

Technical, Legal and Financial Capacity to implement the Proposed Project RMTD, in conjunction with IDOT, has developed a paratransit vehicle regional maintenance facility and program in their region for all agencies that operate paratransit vehicles in northwestern Illinois. The same maintenance facility, with its 14 mechanics, maintains the fixed-route buses. This facility also serves as a training site for personnel from smaller agencies. The facility is tooling up and training its mechanics to service hybrid buses and will soon be able to train mechanics from smaller agencies in northwestern Illinois as they begin to purchase hybrid buses for their fleets.

RMTD employs a grant specialist who will, in conjunction with the District's attorneys, oversee and monitor the project budget. Transit Resource Center will provide technical and data collection assistance for the purposes of this project. TRC will provide technical and data collection assistance for the purposes of this grant

RMTD has a \$13-million annual budget, which the Finance Department closely monitors. Zero findings were identified in their last Triennnial Review. The Finance Department will be responsible for separately tracking and monitoring project funds.

St. Clair County Transit District (SCCTD)

Contact Info: Dolores Lysakowski

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Tel: 618-628, 8090

E-Mail <u>dlysakowski@scctd.org</u>

Description of Services and Areas Covered

The St. Clair County Transit District (SCCTD) was created in 1981 under the Illinois Mass Transit District Act. It provides transportation services to the townships Belleville, Canteen, Caseyville, Centreville, East St. Louis, Engelmann, Lebanon, Mascoutah, O'Fallon, St. Clair, Shiloh Valley, Smithton, Stites, Stookey, and Sugarloaf. SCCTD does not operate any buses directly, but uses proceeds from a local sales tax to execute a contract with the Bi-State Development Agency for the operation of all the fixed-route MetroBus services and Metro Link train services within the District. SCCTD also uses these funds to pay for a contract with the Alternative Transportation System for the provision of a call-a-ride service for all disabled persons within the district. In addition to offering 25 fixed routes and their associated para-transit services, SCCTD also provides late-night and weekend services, shuttles to special events, and links with MetroLink train services.

Existing Fleet Information

A bus fleet management plan is already on file with the FTA. SCCTD filed this plan at the last Triennial Review in 2007. SCCTD runs 58 buses on fixed routes and 35 paratransit buses.

Technical, Legal and Financial Capacity to implement the Proposed Project
In order to provide increased security and maintenance, SCCTD has contracted with the Bi-State Development Agency (the fixed-route bus and rail transit operator for SCCTD) to garage, maintain, clean, and fuel its fleet at the Illinois bus facility of the Bi-State Development Agency. 21 mechanics service the SCCTD fleet.

All contracts for the SCCTD are reviewed by the chairperson of the SCCTD Trustee Board, (who is appointed by the County Board) and its attorney. The Board also oversees the budget and ensures that contracts are tracked separately for reporting purposes. TRC will provide technical and data collection assistance for the purposes of this grant

The Bi-State Development Agency has an operating budget of \$187 million and a capital budget of \$457 million and their Finance Department will oversee the budget and monitoring of this project.

Springfield Mass Transit District (SMTD)

Contact Info: Linda Tisdale

Address: 928 South Ninth, Springfield, IL 62703

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Description of Services and Areas Covered

Springfield Mass Transit District (SMTD) has been serving Springfield and the surrounding cities and towns of Jerome, Grandview, Leland Grove, and Southern View since 1968. The transit district services a population of 132,100 in an area of 65 square miles. In 2007, SMTD passengers traveled 3,821,746 miles on 1,323,606 unlinked trips. SMTD offers 13 fixed routes and a variety of other services, including call-a-ride, paratransit, and fixed-route night-service buses. SMTD, in conjunction with IDOT, has developed a paratransit vehicle regional maintenance facility and program in their region for all agencies that operate paratransit vehicles in central Illinois.

Existing Fleet Information

SMTD filed an updated draft transit maintenance plan with the FTA in March, 2009 for review. The total fixed-route fleet includes fifty-six 35-foot and three 30-foot transit coaches made up of New Flyer, TMC, El Dorado, and Gillig vehicles, as well as paratransit vans. The New Flyer vehicles use Compressed Natural Gas; several of the TMC vehicles are fueled by biodiesel.

<u>Technical</u>, <u>Legal and Financial Capacity to implement the Proposed Project</u> SMTD operates one maintenance garage with 19 fully trained mechanics, 17 paratransit drivers, and 68 fixed-route drivers.

SMTD's Managing Director and the Board of Trustees oversee all projects. The Managing Director oversees all contracts with the assistance of legal counsel. TRC will provide technical and data collection assistance for the purposes of this grant.

SMTD's budget for 2008 was \$9.7 million. The Managing Director works with the Controller to implement the budget and track projects and will be responsible for separately tracking and monitoring this project

PACE Suburban Bus

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E-Mail: doug.sullivan@pacebus.com

Description of Services and Areas Covered

PACE is one of the nation's premier suburban transit providers, quickly moving people to work and school safely and efficiently. The backbone of Chicago's suburbs, PACE serves tens of thousands of daily riders with fixed bus routes, vanpools, and Dial-a-Ride programs. PACE covers a territory of 3,500 square miles, across 6 counties and 210 communities. It is one of the largest bus services in North America. In 2007, its ridership was 39.2 million passengers.

In 2002, PACE launched Vision 2020: Blueprint for the Future, the largest transit initiative ever proposed for Chicago's suburbs. This innovative plan is creating a faster network that is more convenient and simpler to understand. PACE's state-of-the-art Intelligent Bus System (IBS) is a major component of Vision 2020. Improved efficiency and reduced waiting times are key benefits of the IBS.

Apart from its 240 fixed-route Services, PACE runs the second largest vanpool program in the country, with a ridership of 765,656 in 2007. PACE has installed bike racks on every bus and has made its entire fleet wheelchair accessible. In 2006, PACE added to its existing suburban ADA paratransit and Dial-a-Ride services by beginning operation of para-transit services for individuals with disabilities in Chicago. Its fleet has a total of 363 paratransit vehicles.

Existing Fleet Information

PACE filed a fleet management plan with the FTA at its Triennial Review in 2008. PACE's fleet consists of 700 fixed-route buses, 600 paratransit buses, and 700 vanpool vehicles.

Technical, Legal and Financial Capacity to implement the Proposed Project PACE has 11 service and maintenance facilities and 300 mechanics. The Paratransit Department Manager oversees the paratransit buses.

PACE's operating budget for 2009 is \$311,000,000. Contracting is overseen by the Capital Grants Manager and PACE's legal department. Contract progress is tracked by the Capital Grants Manager and contract budgets are tracked by PACE's budget department, accounting department, and audit department, enabling

separate tracking of projects. TRC will provide technical and data collection assistance for the purposes of this grant.

Rock Island County Metropolitan Mass Transit District (RICMMTD)

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E-Mail: dpayne@qcmetrolink.com

Description of Services and Areas Covered

Rock Island County Metropolitan Mass Transit District (RICMMTD) provides service to Rock Island and Henry Counties. The Transit District covers 46 square miles and a population of over 119,000 people. From July 1, 2007 to June 30, 2008, the number of fixed-route passenger miles travelled was 8,618,644 and the number of paratransit passenger miles travelled was 110,560.

Existing Fleet Information

RICMMTD filed a bus fleet management plan with the FTA at the last Triennial Review in 2008. RICMMTD's fleet is made up of 60 fixed-route buses and 16 paratransit vehicles.

Technical, Legal and Financial Capacity to implement the Proposed Project RICMMTD is a self-certifying transit agency. Certification issues are covered under the Certification & Assurances filed annually with FTA. The agency has one maintenance facility with 18 mechanics.

The General Manager and the Manager of Administration will oversee the project with input from financial and maintenance departments as needed. TRC will provide technical and data collection assistance for the purposes of this grant.

The estimated annual budget of the agency for FY-2009 is \$16,400,000. The Director of Finance oversees the budget and ensures that grant funds are separately tracked and monitored.

Bloomington-Normal Public Transit System (B-NPTS)

Contact Info: Pete Weber

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309-828-1952

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<u>Description of Services and Areas Covered</u>

Bloomington-Normal Public Transit System (B-NPTS) has been the Public Transportation Provider within the corporate limits of Bloomington and Normal, Illinois since 1972. B-NPTS services are available to the entire community population of 117,156 in an area of 29 square miles. In 2007, annual passenger miles travelled were 5,287,198 on 1,418,687 unlinked trips. Services include fixed-route, demand-responsive (after hours), and demand-responsive (complementary paratransit) service for the disabled. B-NPTS employs 10 administrative supervisory staff, 65 drivers, and 12 in-house maintenance staff.

Existing Fleet Information

B-NPTS filed a fleet management plan with the FTA in 2006. B-NPTS directly operates 22 fixed-route passenger buses, 9 fixed-route contracted services buses, and 6 medium-duty Demand-Response Buses.

Technical, Legal and Financial Capacity to implement the Proposed Project B-NPTS runs a fully-equipped service garage with 12 fully-trained in-house maintenance staff members who service the fleet.

The Normal Corporate Counsel is in charge of all the transit agency's contracts; the Treasurer supervises the tracking of contract budgets and expenditures. The Transit Agency's General Manager oversees performance of all contracts and projects. TRC will provide technical and data collection assistance for the purposes of this grant.

The B-NPTS operating budget is over \$6 million and is overseen by the Board of Trustees and a staff Treasurer.

SECTION 3: Project Information

This project is to be evaluated under energy reduction **and** greenhouse gas reduction criteria

Scope of the Project

The Illinois Department of Transportation (IDOT) and seven partner mass transit districts request \$4,030,000 to fund the **Paratransit Bus Hybrid Program**

(PBHP). When funded, this program will put Illinois among the first in the nation to utilize hybrid buses in mass-scale paratransit and demand-response public transportation operations that primarily serve senior, disabled, and other demand-response riders. The Program will fund the removal of 31 gas and diesel vehicles and replace them with 31 small-scale hybrid buses.

Implementation of the Paratransit Bus Hybrid Program will:

- Reduce greenhouse gas emissions (GHG) by 871 metric tons
- Create or sustain 24 full-time domestic manufacturing jobs for a full year
- Support new opportunities for job training for servicing hybrid public transportation systems

Program Description

IDOT and seven other participating agencies will be among the first in the nation to utilize small, medium-duty hybrid buses in paratransit and demandresponse transit operations.

The **Paratransit Bus Hybrid Program** will serve as an innovative example to other transit systems wishing to adopt similar technologies on a mass scale.

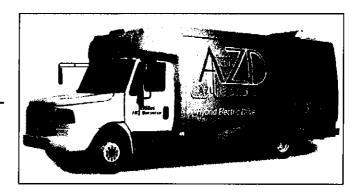


Figure One: Azure Dynamics' medium-duty hybrid paratransit

Traditionally, transit agencies requiring paratransit and demand-response buses have not had a hybrid alternative and were limited to gasoline, diesel, and Compressed Natural Gas (CNG). Until recently, IDOT, like many other transportation agencies that rely on smaller paratransit buses, has not had the opportunity to enjoy the fuel and emissions savings benefits offered by hybrid propulsion systems.

With funding from the Federal Transportation Administration (FTA), this Program will enable IDOT to substitute new hybrid propulsion vehicles for its 31 gas and diesel-powered paratransit buses, an option which, until very recently, was only available for larger transit buses.

If funded, IDOT and the other participating agencies will document fuel usage and GHG emissions reductions, and carefully monitor all life cycle cost (LCC) data associated with smaller hybrid bus operation. Such costs will include those

associated with training, warranty, fleet maintenance, diagnostics, and energy storage. After collecting LCC data for the project's first year of implementation, IDOT will report its findings in a comprehensive "how-to" manual that will demonstrate how other transit agencies across the country can better resolve operating problems and increase fleet reliability, while reducing energy costs and greenhouse gas emissions.

Product Description

If funded, the **Paratransit Bus Hybrid Program** will purchase 31 hybrid buses. These buses will be powered by an Azure Dynamics hybrid system, which is manufactured domestically in Michigan. These new buses will substantially reduce fuel consumption and harmful greenhouse gas and other emissions. Other advantages of the Azure Bus Hybrid System include:

- Engine that turns off at idle reducing emissions
- Regenerative braking that captures energy normally lost and converts it to propulsion energy
- Approximately 40 percent fuel economy improvement
- Up to 30-percent reduction in GHG emissions
- Up to 30-percent reduction in vehicle maintenance costs

Economic Development Benefits

According to Azure Dynamics Incorporated (the bus manufacturer), implementation of the **Paratransit Bus Hybrid Program** will create or sustain 24 full-time manufacturing jobs at its facilities for a full year and support organizational transition to green technologies by creating and enhancing job and career development opportunities in servicing hybrid public transportation systems. In addition, purchase of the hybrid buses will provide or sustain the employment of many subsystem manufacturers, including those who manufacture the hybrid drive equipment and energy storage and control systems.

Return on Investment

Energy Savings Per Dollar of TIGGER funds invested: .024 gal

3167 Btu

GHG Reductions Per Dollar of TIGGER funds invested: .000216 Mt

Assumptions: 98,965 diesel gallons saved/\$4,030,000 project budget

12.7 billion Btu saved/\$4,030,000 project budget

871 Metric tons greenhouse gas emissions saved/\$4,030,000 project

budget

This project will provide a quantifiable return on investment in energy usage savings and reduction of green house gas emissions. The project will also result in several additional unique, qualitative returns on investment.

The Paratransit Bus Hybrid Program will provide a documented model for implementation and evaluation of the use of hybrid applications in smaller buses. Until now, industry evaluations have only been performed on larger hybrid buses. This first-in-the-nation project will comprehensively evaluate the performance of smaller hybrid buses. Using the results of this project, IDOT will create a guidance manual that will enable other transit agencies, as well as other agencies that rely on paratransit buses, to implement similar programs. In addition to documenting reduced fuel usage and greenhouse gas emissions reductions from the smaller hybrid buses, the agencies involved in this project will collect and evaluate life cycle cost (LCC) data associated with smaller hybrid bus use. To date and to our knowledge, no other agency has collected such information. LCC evaluations during the first year of implementation will include:

- Training costs
- Additional warranty costs if applicable, including any warranty costs unique to hybrid buses
- Projected hybrid energy storage replacement costs including costs associated with replacing energy storage equipment unique to hybrid buses, e.g. lithium ion batteries
- Diagnostic equipment costs, including those special tools and diagnostic equipment unique to the propulsion system of hybrid buses
- Maintenance costs classified under scheduled and non-scheduled maintenance
- Incremental vehicle purchase costs, including the cost of hybrid buses above standard configuration paratransit buses

As stated above, IDOT has committed to producing a guidance manual that it will share with other transit agencies considering using or already starting to use similar vehicles. In a sense, IDOT will be producing a "how-to" manual that can be used widely throughout the United States—an extremely useful return on monies invested in this project.

In addition, through implementation of this program, agency personnel will become more familiar with electric propulsion systems. This project will also enable personnel from smaller agencies to gain valuable experience that would otherwise be difficult to obtain; most available data concerns larger buses, which smaller agencies do not typically operate.

Finally, this program will increase use of hybrid buses in areas that typically would not receive such buses.

Eligibility and Project Readiness

The **Paratransit Bus Hybrid Program** represents an eligible capital expense as defined under 49 U.S.C. 5302(a)1. The Project will also reduce energy consumption and greenhouse gas emissions by seven public transportation agencies throughout Illinois. The removal of inefficient fleet vehicles has been identified as a key action in the Transportation Improvement Program for the Washington DC Metropolitan Region for FY 2009-2014, adopted on November 19, 2008 by the National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments.

The participating agencies can begin implementing the Paratransit Bus Hybrid Program immediately upon notice of funding. As discussed below in Section 7b ii), IDOT has partnered with the Minnesota Department of Transportation (MDOT) on an in-progress vehicle order with Azure Dynamics. In the event that IDOT receives funding for this project, MDOT has agreed to assign a sufficient number of its already available bus options to IDOT for purchase of the new buses. This pre-existing agreement will allow IDOT to avoid initiating its own procurement process, saving valuable time and enabling IDOT to put the buses into use shortly after they come off the production line and complete the entire implementation plan within twelve months of notice of funding.

No further environmental review or analysis is necessary. All the buses to be purchased for this project meet or exceed existing EPA emissions requirements.

Project Innovation

IDOT and the other participating agencies will be among the first in the nation to use hybrid-powered, small-scale, community transit buses in paratransit and demand-response transit operations. This project will reduce greenhouse gas emissions and energy use per vehicle, and according to the bus manufacturer, is expected to reduce maintenance costs by 30 percent per vehicle. It will also serve as an innovative example to other transit systems wishing to adopt similar programs. These new buses will help:

- Maintain advantages of lighter-duty vehicles that incorporate a state-of-theart hybrid system
- Dramatically reduce fuel costs.
- Reduce maintenance costs.
- Introduce new technology to the communities and show them that the agencies involved are taking proactive measures to reduce energy consumption and tailpipe emissions.

National Applicability

The **Paratransit Bus Hybrid Program** has tremendous implications for all paratransit and demand-response fleets throughout the United States and will set the standard for the adoption of green vehicles in delivering bus service to seniors, people with disabilities, and other demand-response passengers.

While there is a clear need throughout the country for hybrid buses of this type and size, very little has been written about how to manage fleets of such vehicles and what agencies can expect when running them. IDOT has committed to funding a study and producing a guidance manual that will document the operational costs and findings of this project as a model from which other agencies can learn.

IDOT and partner agencies will implement a sustained, highly visible communication campaign to its riders, partner agencies, and the public informing them of the benefits of the new buses.

Project Budget

Proje	t Budgets IDOT	
Item	Description	Cost
1	Production of buses	3,720,000
2	Miscellaneous Hardware Costs	310,000
	TOTAL	4,030,000

Budget Justification

<u>Item 1: Production of Buses</u>

31 buses will be purchased with these funds. The estimated cost of each unit is \$120,000. 31 units x \$120,000 = \$3,720,000.

Item 2: Miscellaneous Hardware Costs

This item has been included to take into account any miscellaneous hardware costs including special tools, spare battery packs and spare parts. 31 units x = 10,000 = 310,000.

Useful life of the investment is projected to be five years; the buses to be purchased under this project have been tested at the Altoona, PA facility.

Project Timeline

Management and Implementation Timeline	2009	2009	201(0)	2(0)1(0)	2(0) (0)	2(0)(i(6)	22051(0) Nfo.v. (fo) 22051	7 X 0)[4]:7
Award of grant/issuance of notice to proceed	X			111618		(@)(d)(%)		July 3
Pre-production meeting		х						
Define options for individual properties from MNDOT vehicle specifications			х					
Production				Х	Х			
Delivery and acceptance					Х	Х		<u></u>
Vehicles enter revenue service					Х	X		
Submission of progress and financial reports					х	X	Х	
Data and Metrics collection					Х	Х	Х	
Writing, production and printing of guidance manual					х	х	Х	·
Completion of grant close out activities; final reports								х

SECTION 4 Discussion of Energy Consumption Reduction

a) Project Current Annual Energy Use	85,769 gal	11.06 billion Btu
b) Estimated Annual Energy Use of Project	65,976 gal	8.51 billion Btu
c) Estimated Annual Energy Savings of Project	19,793 gal	2.55 billion Btu
d) Project Total Energy Savings	98,965 gal	12.7 billion Btu
e) Life Span of Project	5 years	

On a per vehicle basis, energy used will be reduced by 23.07 percent. Additionally, it is estimated that the costs of maintenance will be reduced by 30 percent on a per vehicle basis in extended engine life, extended brake lining life, and reduced engine maintenance requirements.

Methodology

Miles per Gallon (MPG) figures were provided by each transit agency and multiplied by .85 to produce an MPG number that was 15% below the diesel baseline (this is the calculated Gasoline MPG equivalent for the same routes. Annual mileage was provided by each agency.

Calculated gasoline MPG was multiplied by a factor of 1.3 to give an anticipated 30% increase in fuel economy for the hybrid system. The annual miles driven were then divided by the hybrid system anticipated MPG to produce the calculated total fuel consumed for the total number of the new hybrid vehicles. The calculated gallons per year for the hybrid vehicle fleet was subtracted from the calculated gallons per year for the conventional gasoline vehicle fleet to produce the total gallons saved per year.

Given the large size of IDOT and the partnering agencies' fleets, the projected annual fuel savings for the Agency is less than the 1% threshold as defined in Section 4e.

SECTION 5: Discussion of Greenhouse Gas Reductions

a) Project Current Annual GHG	755.6 metric tons
b) Project Estimated annual GHG	581.3 metric tons
c) Project Estimated annual GHG savings	174.3 metric tons
d) Project total GHG savings (5 years):	871.5 metric tons

Annual fuel savings as calculated were inserted into the EPA's Green House Gas Calculator to produce the savings in CO2 per year (noted in Metric Tons).

SECTION 6: Project Measurement Summaries

Table 1 - Energy Reduction	tion							
A1 Agency 2	A2. Tofal Agency Reported Energy	A25 57 A25 57 A25 50 B10 57 A15 57 A1	fal- A4- Total					
Illinois Department of Transportation	<1%	<1%	<1%					
Elf Pioject Scope (Title)		1500 GOS/I	ESTIMATED PROJECT PROJ	Ed. Broject S. Correst Amilial Energy/USerr	ES Projects Estmated Vanual Erecty Use	E6 projects Cantual Energy Sowngs#	E7. Total Rioject Energy Savings	25 C C C C C C C C C C C C C C C C C C C
Paratransit Bus Hybrid Program: A								858
national model for wide scale utilization of hybrid buses in paratransit and								
demand response operations	_	\$4,030,000	Ŋ	85,769	65,976	19,793	98,965	>1%
				in gallons				
				11,064,201,000	8,510,904,000	2,553,297,000	12,766,485,000	
				in Btu				

IDOT Paratransit Bus Hybrid Program FTA-2009-0013

Table 2 - Greenhouse Gas Emission Reduction	Emissic	n Reduction						
						:	:	
Agency ****								
Illinois Department of Transportation	, ,							
Gil., Project Scopes 1.		G2/ C6St	GS Estimated	G4, Projection current	100 35 35 3	GG. Projects	G7. Totali oroject C02	
			30-31		121 JH 175 Y	estimatedes Sannual (002 e	emission f	
					equivalents emissions	emission - reductions -		
Paratransit Bus								
Hybrid Program: A								
national model for								
wide scale utilization					•••			
of hybrid buses in								
paratransit and								
demand response								
operations		\$4,030,000	2	755.6	581.3	174.3	871.5	
				in metric				
				tons				

SECTION 7: Evaluation Criteria

7a) Return on Investment

Energy Savings Per Dollar of TIGGER funds invested: .024 gal/\$

3,167 Btu/\$

GHG Reductions Per Dollar of TIGGER funds invested: .000216 Mt/\$

Assumptions: 98,965 diesel gallons saved/\$4,030,000 budget spent

12.7 billion Btu saved/\$4,030,000 budget spent

871 Metric tons of greenhouse gas emissions saved/\$4,030,000

budget spent

The **Paratransit Bus Hybrid Program** will provide a quantifiable return on investment in energy usage savings and reduction of green house gas emissions. The project will also result in several additional unique, qualitative returns on investment.

The Paratransit Bus Hybrid Program will provide a documented model for implementation and evaluation of the use of hybrid applications in smaller buses. Until now, transit agencies have only performed evaluations on larger hybrid buses. This first-in-the-nation project will comprehensively evaluate the performance of smaller hybrid buses. Using the results of this project, IDOT will create a guidance manual that will enable other transit agencies, as well as other agencies that rely on paratransit buses, to implement similar programs. In addition to documenting reduced fuel usage and greenhouse gas emissions reductions from the smaller hybrid buses, the agencies involved in this project will collect and evaluate life cycle cost (LCC) data associated with smaller hybrid bus use. To date and to our knowledge, no other agency has collected such information. LCC evaluations during the first year of implementation will include:

- Training costs
- Additional warranty costs if applicable, including any warranty costs unique to hybrid buses
- Projected hybrid energy storage replacement costs including costs associated with replacing energy storage equipment unique to hybrid buses e.g. lithium ion batteries
- Diagnostic equipment costs, including those special tools and diagnostic equipment unique to the propulsion system of hybrid buses

- Maintenance costs classified under scheduled and non-scheduled maintenance
- Incremental vehicle purchase costs, including the cost of hybrid buses above standard configuration paratransit buses

As stated above, IDOT has committed to producing a guidance manual that it will share with other transit agencies considering using or already starting to use similar vehicles. In a sense, IDOT will be producing a "how-to" manual that can be used widely throughout the United States—an extremely useful return on monies invested in this project.

In addition, through implementation of this program, agency personnel will become more familiar with electric propulsion systems. This project will also enable personnel from smaller agencies to gain valuable experience that would otherwise be difficult to obtain; most available data concerns larger buses, which smaller agencies do not typically operate.

Finally, this program will increase use of hybrid buses in areas that typically would not receive such buses.

7b) Project is Ready To Implement

As demonstrated below, the participating agencies are in a high state of readiness to implement the Project as soon as funds are awarded.

7b i) Required Environmental Work

Because the **Paratransit Bus Hybrid Program** does not involve any construction, no environmental work or finding is required. All the buses to be purchased for this project meet or exceed existing EPA emissions requirements.

7b ii)Implementation Plan Readiness

As stated above, all project participants can implement **Paratransit Bus Hybrid Program** as soon as they receive funding. The Illinois Department of Transportation (IDOT) has partnered with the Minnesota Department of Transportation (MDOT) on an in-progress vehicle order with Azure Dynamics. MDOT's contract with the manufacturer includes an option for 100 buses that can be assigned either to themselves or to another agency. In the event that IDOT receives funding for this project, MDOT has agreed to assign the necessary bus options to IDOT. This pre-existing agreement will allow IDOT to avoid initiating its own procurement process, saving valuable time and enabling IDOT to put the buses into use as soon as they come off the production line.

Additionally, if successful, IDOT and the bus and hybrid system manufacturers will co-sponsor a series of workshops to properly train bus technicians and operators in the proper maintenance and use of the new vehicles.

7b iii) TIP/STIP amendment

The TIP can and will be easily amended. Amendments to the STIP are routinely made, with the latest amendments to the STIP authorized and forwarded to the Federal Highway Administration on May 1, 2009. IDOT will seek public comment for any necessary amendments and will ensure fiscal consistency with the existing STIP.

7b iv) Speedy Obligation and Implementation

As stated above in 7b ii), if funded for this project IDOT will avoid a lengthy procurement process, because it is partnering with MDOT to purchase the buses under an existing assignable option. Prior to and upon receipt of the new buses, IDOT will train all operators and technicians in the proper usage and maintenance of the buses, helping ensure a speedy transition from depot to road. Additionally, IDOT has already secured an agreement with Transit Resource Center (TRC) for the design and development of a data collection system for the project's first year of operation. (see 7c iv below)

TRC is currently under contract with IDOT and has a 9 year uninterrupted history of working closely with that agency. In that time, TRC has assisted IDOT in the acquisition of more than 1,000 transit vehicles of various sizes and types. Their work has involved many different phases of the acquisition process, including writing vehicle specifications, analyzing bids from manufacturers, negotiating purchase agreements, solving engineering problems, and pursuing warranty claims.

7c) Applicant demonstrates the capacity to carry out the project

IDOT is the sponsoring applicant for this Project and will receive all funding for this Project directly from the FTA. IDOT clearly has the capacity to successfully implement this Project. Founded in 1972, IDOT manages all highway construction and maintenance for the State of Illinois; supports air, rail and public transportation projects; and encourages traffic safety.

Currently, IDOT is responsible for:

- Nearly 140,000 miles of roads and streets and more than 26,400 bridges carrying nearly 300 million vehicle-miles of travel daily.
- 52 public transit systems with 5,700 transit vehicles serving nearly 600 million passengers a year.
- 52 privately owned freight railroad companies operating on more than 7,380 miles of rail line.
- 12 privately owned intercity bus companies.
- 83 public airports (11 with commercial air service) and 54 private airports.
- Nearly 1,900 miles of the more than 16,000-mile state highway system that are suitable for bicycling.
- 140 intermodal freight transfer facilities and 35 major passenger intermodal transfer points for intercity rail, bus and air transportation.

In addition, all the partners to this project are established transit agencies, successfully running and maintaining bus fleets for many years.

7c i) Fundable Status

The applicant is in fundable status to receive funds from the FTA grant program IDOT has received funds from the FTA ever since the agency began its funding program. IDOT's most recent Triennial Review took place in October 2008 and resulted in no findings by Region 5 of the FTA.

7c ii) Technical Capacity

All partner agencies either have their own maintenance departments or contract maintenance from established repair facilities. Each has a long record of servicing bus fleets. As a result, the agencies will require only minimal training to bring both maintenance workers and drivers up-to-speed with the new paratransit hybrid buses. Also, as mentioned above, IDOT will immediately co-sponsor workshops in conjunction with the bus and hybrid system manufacturers to help ensure that bus technicians and operators will have the new buses operational and on the road shortly after receiving them. TRC will provide technical and data collection assistance.

7c iii) Systems and Internal Controls

As the sponsoring applicant of this project, IDOT will receive the funding from the FTA, distribute the vehicles, and provide project oversight.

IDOT constantly strives for greater efficiency through better communications, key process improvements, workload restructuring, more efficient staff deployment,

and more effective coordination of technological improvements. In 2007, IDOT implemented an improved set of process management standards that included a quality management system certified under the ISO 9001:2000 Standard, an internationally recognized quality standard that emphasizes public accountability and process efficiency. The Department is expanding these new requirements to all phases of IDOT administration and operation. Maintaining this certification requires ongoing independent audits to verify the quality of the IDOT management system and the adoption of system-wide operational transparency, extensive documentation, and full public accountability.

Within IDOT, The Office of Finance and Administration and the Bureau of Budget and Fiscal Management will be responsible for overseeing and managing the project budget. IDOT's Division of Public and Intermodal Transportation is responsible for implementing the state's program of technical assistance and capital and operating grants to more than 50 public transportation systems in Illinois. Simultaneously, the Division also provides public transportation consulting services to IDOT, including monitoring and analysis of technical and policy concerns. The Division of Public and Intermodal Transportation is also leading strategic efforts to improve transportation coordination throughout the state, especially those designed to help transportation-disadvantaged populations across Illinois.

Furthermore, IDOT's Office of Quality Compliance and Review will exercise oversight and control of the project. This office's primary responsibilities are to independently test the Department's internal control systems to further ensure the adequacy of its policies, regulations, and procedures, and to recommend improvements.

In addition, all the partner agencies have their own sophisticated internal controls, oversight, and systems to ensure that they properly and efficiently manage, track and report all awarded FTA monies.

7c iv) Ability to collect information on the project

The Illinois Department of Transportation will contract with Transit Resource Center (TRC) to devise the data collection technology that will enable IDOT and the other participating agencies to monitor and evaluate the project's first year implementation and outcomes.

TRC is a nationally recognized consulting and management organization dedicated to serving bus transit systems, school bus operations, and privately owned fleet operations. Over the past 18 years, TRC has been a leader in providing technical

support services to public transport systems throughout the United States. TRC recently partnered with the University of West Virginia in a study that assessed hybrid-electric transit bus technology for the Transportation Research Board of the National Academies. Many of TRC's professionals are seasoned experts in assessing the environmental and economic issues involved in the selection of bus technology.

TRC will devise a data collection system that will enable IDOT and participating agencies to collect data in the first year following implementation and evaluate all aspects of the project, including:

- Energy savings
- Greenhouse gas emissions
- Training costs
- Additional warranty costs, if applicable, including any warranty costs unique to hybrid buses
- Hybrid energy storage replacement costs, including costs associated with replacing energy storage equipment unique to hybrid buses, e.g. lithium ion batteries
- Diagnostic equipment costs, including only those special tools and diagnostic equipment unique to the propulsion system of hybrid buses
- Maintenance costs classified under scheduled and non-scheduled maintenance
- Incremental vehicle purchase costs, including the cost difference between a hybrid bus and a standard configuration bus

7d) Innovation

IDOT and the other participating agencies will be among the first in the nation to utilize small, hybrid buses in paratransit and demand-response transit operations.

The **Paratransit Bus Hybrid Program** will reduce greenhouse gas emissions from current annual levels of 755.6 metric tons to an estimated 581.3 metric tons, for an annual reduction of 174.3 metric tons and a reduction of 871 metric tons over the projected 5-year project life. It will also serve as an innovative example to other transit systems wishing to adopt similar programs.

Traditionally, transit agencies requiring paratransit and demand-response buses have not had a hybrid alternative and were limited to gasoline, diesel, and Compressed Natural Gas (CNG). Until recently, IDOT, like many other transportation agencies that rely on smaller paratransit buses, has not had the

opportunity to enjoy the fuel and emissions savings benefits offered by hybrid propulsion systems.

With funding from the Federal Transportation Administration (FTA), the **Paratransit Bus Hybrid Program** will enable IDOT and its partner agencies to substitute new hybrid propulsion vehicles for 31 diesel-powered paratransit buses, an option which, until very recently, was only available for larger transit buses.

The agencies' innovative and pioneering use of hybrid-powered, small-scale, Community Transit buses for paratransit and demand-response routes will demonstrate how other transit agencies throughout the United States can better resolve operating problems and increase fleet reliability, while reducing energy costs and greenhouse gas emissions.

7e) National Applicability

We believe that this project will have immense implications for all paratransit and demand-response fleets throughout the United States. While there is a clear need throughout the country for hybrid buses of this type and size, very little has been written about how to manage such fleets of such vehicles and what agencies can expect when running them. We intend to use and document this project as a model for other agencies.

The Illinois Department of Transportation will contract with Transit Resource Center (TRC) to devise the data collection technology that will enable IDOT and the other participating agencies to monitor and evaluate the project for the first year after implementation. As stated above in Section 7c iv), the agencies will collect and evaluate all aspects of the project including:

- Energy savings
- Greenhouse gas emissions
- Training costs
- Additional warranty costs, if applicable, including any warranty costs unique to hybrid buses
- Hybrid energy storage replacement costs, including costs associated with replacing energy storage equipment unique to hybrid buses, e.g. lithium ion batteries
- Diagnostic equipment costs, including only those special tools and diagnostic equipment unique to the propulsion system of hybrid buses
- Maintenance costs to include a distinction between scheduled and nonscheduled maintenance

TRC will use their research and data collection to produce a guidance manual that it can share with other transit authorities that are considering or are starting to use similar vehicles. In a sense IDOT will be producing a "how-to" manual for transit authorities throughout the United States that will provide them with a reliable tool to evaluate future purchases and deployment of small-scale hybrid bus technology.

COMMITTEE ON HOMELAND SECURITY AND GOVERNMENTAL AFFAIRS

COMMITTEE ON VETERANS' AFFAIRS

United States Senate

WASHINGTON, DC 20510

July 21, 2009

Mr. Peter M. Rogoff
United States Department of Transportation
Administrator Federal Transit Administration
East Building
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Mr. Rogoff,

I am writing in support of the Illinois Department of Transportation in their proposal to obtain Transit Investments for Greenhouse Gas and Energy Reduction Grant (TIGGER). The Illinois Department of Transportation partners with other Illinois agencies to provide unsurpassed service to residents of Illinois.

The TIGGER Grant will allow the Illinois Department of Transportation to acquire 31 hybrid paratransit vehicles and distribute them to seven Illinois transit agencies. These new hybrid vehicles will allow Illinois transit agencies to save on the amount of fuel consumed, cut down on green house gas emissions, and help create green jobs. This funding will provide a great service to my constituents by improving the environment we all live in.

Once again, I offer my support to the Illinois Department of Transportation in their application to the TIGGER Grant. This funding will greatly benefit my constituents in the State of Illinois.

Sincerely,

Roland W. Burris

United States Senator

al Iw. Buris

WASHINGTON OFFICE: 432 CANNON HOUSE OFFICE BUILDING (202) 225–3711

OISTRICT OFFICE: 1701 EAST WOODFIELD ROAD, SUITE 200 SCHAUMBURG, IL 60173 (847) 517–2927

www.house.gov/bean

COMMITTEE ON FINANCIAL SERVICES SUBCOMMITTEE ON FINANCIAL INSTITUTIONS

SUBCOMMITTEE ON FINANCIAL INSTITUTIONS AND CONSUMER CREDIT

SUBCOMMITTEE ON CAPITAL MARKETS, INSURANCE, AND GOVERNMENT-SPONSORED ENTERPRISES

COMMITTEE ON SMALL BUSINESS
SUBCOMMITTEE ON FINANCE AND TAX
SUBCOMMITTEE ON REGULATIONS AND HEALTHCARE

House of Representatives

Congress of the United States

Washington, DC 20515-1308

July 2, 2009

Mr. Peter M. Rogoff United States Department of Transportation Administrator Federal Transit Administration East Building 1200 New Jersey Avenue, SE Washington, DC 20590

Dear Mr. Rogoff:

I am writing to express my support of the Illinois Department of Transportation's Application for a TIGGER grant to purchase 31 hybrid para-transit vehicles. I believe the Illinois Department of Transportation to be an excellent candidate for funding through this critical program.

ADA Para-transit Service is provided for riders whose disability or health condition may prevent them from using fixed route services for some or all of their travel. ADA Para-transit services are designed to operate the same days and hours as the fixed route service available in the area. Para-transit services provide 625,635 rider miles a year.

Under this grant, IDOT would be able to replace 31 para-transit vehicles with hybrid vehicles which would be distributed to seven Illinois transit agencies; create and/or sustain 24 full time green jobs; reduce fuel usage by 100,000 gallons and reduce greenhouse gas emissions by 871 metric tons.

Once again I wish to convey my support of the Illinois Department of Transportation's Application for a TIGGER grant, and ask that its application be given full and fair consideration. Should you require any further information regarding this issue please feel free to contact Nicholas Jordan, Director of District Operations, in my Schaumburg office. Thank you for taking the time to consider my views on this important matter.

Sincerely,

Melissa L. Bean Member of Congress

L. Ben

1701 E. Woodfield Road Suite 200 Schaumburg, IL 60173 847-517-2927 Telephone 847-517-2931 Fax

TIMOTHY V. JOHNSON 15TH DISTRICT, ILLINOIS

AGRICULTURE
GENERAL FARM COMMODITIES
AND RISK MANAGEMENT

TRANSPORTATION AND INFRASTRUCTURE

HIGHWAYS AND TRANSIT RAILROADS, PIPELINES, AND HAZARDOUS MATERIALS



Congress of the United States

House of Representatives

Washington, **DC** 20515-1315



DISTRICT OFFICES: 2004 FOX DRIVE CHAMPAIGN, IL 61820 (217) 403-4690

REPLY TO: WASHINGTON OFFICE:

1207 LONGWORTH HOUSE OFFICE BUILDING WASHINGTON, DC 20515

(202) 225-2371

202 NORTH PROSPECT ROAD SUITE 203 BLOOMINGTON, IL 61704 (309) 663–7049

> 655 West Lincoln Unit 8 Charleston, IL 61920 (217) 348–6759

1001 MARKET STREET SUITE 102 MOUNT CARMEL, IL 62863 (618) 262-8719

July 2, 2009

U.S. Department of Transportation Federal Transit Administration Mr. Peter M. Rogoff, Administrator 1200 New Jersey, SE East Building Washington, DC 20590



Illinois Dept. of Transportation Division of Public and Intermodal Transportation

Dear Mr. Rogoff,

I am writing to express my support of the application by the Illinois Department of Transportation for funds under the TIGGER Grant for the purchase of 31 hybrid paratransit vehicles. This grant will be of great service to my constituents and improve the environment we all live in. Under this grant, the Illinois Department of Transportation will:

Replace 31 paratransit vehicles for seven agencies with hybrid vehicles Create and or sustain 24 full time green jobs
Reduce fuel usage by 10,000 gallons
Reduce green house gas emissions by 871 metric tons

I fully support the Illinois Department of Transportation's initiatives in this innovative project and would appreciate full consideration of this grant through the FTA.

Sincerely,

Timothy V. Johnson Member of Congress

TVJ/bk

SUBCOMMITTEES;

LABOR-HEALTH AND HUMAN SERVICES-EDUCATION

FOREIGN OPERATIONS, EXPORT FINANCING AND RELATED PROGRAMS

Congress of the United States House of Representatives

House of Representatives Washington, DC 20515—1302

June 30, 2009

Mr. Peter M. Rogoff
United States Department of Transportation
Administrator
Federal Transit Administration
East Building
1200 New Jersey Avenue, SE
Washington, D.C. 20590



Illinois Dept. of Transportation Division of Public and Intermodal Transportation

Dear Mr. Rogoff:

I write in support of the TIGGER Grant application submitted by the Illinois Department of Transportation.

If awarded, this grant would provide for the purchase of 31 hybrid paratransit vehicles. The acquisition would be a great service to my constituents and improve our environment. Thus, I urge you to give this grant request full and fair consideration consistent with applicable guidelines.

If I can be of further assistance, please do not hesitate to contact me or my Manager of Grants and Special Projects, Ms. Mimi Mesirow, at (708) 798-6000. Thank you in advance for your time and consideration in this matter.

Sincerely,

Jesse L. Jackson, Jr.

Member of Congress

JLJJr.:MBM:mbm

JERRY F. COSTELLO

12TH DISTRICT, ILLINOIS www.house.gov/costello

PLEASE RESPOND TO THE OFFICE CHECKED BELOW:

Congress of the United States

House of Representatives

Washington, DC 20515-1312

COMMITTEES & SUBCOMMITTEES TRANSPORTATION & INFRASTRUCTURE

AVIATION (CHAIRMAN)

RAILROADS, PIPELINES, AND HAZARDOUS MATERIALS WATER RESOURCES AND ENVIRONMENT

SCIENCE AND TECHNOLOGY

ENERGY AND ENVIRONMENT INVESTIGATIONS AND OVERSIGHT

July 2, 2009

Gene Marks **Deputy Director** Illinois Department of Transportation Division of Public and Intermodal Transportation 100 W Randolph St, Suite 6-600 Chicago, Illinois 60601



Illinois Dept. of Transportation Division of Public and Intermodal Transportation

Dear Deputy Director Marks:

I wanted to drop you a note to let you know that I have contacted the U.S. Department of Transportation to offer my strong support for your grant application to fund the purchase of 31 hybrid paratransit vehicles.

Thank you for contacting me regarding the Illinois Department of Transportation's grant application. This would be an excellent fit for the ARRA TIGGER program and I was happy to offer my strong support for this request for funding.

Please do not hesitate to contact me if there is ever anything that I can do for you in the future.

Sincerely,

Jerry F. Costello Member of Congress

JFC/dm

JOHN M. SHIMKUS 19TH DISTRICT, LLINOIS

2452 RAYBURN HOUSE OFFICE BUILDING WASHINGTON, DC 20515 (202) 225-5271 Congress of the United States House of Representatives

CHashington, **DC** 20515-1319

3130 CHATHAM ROAD, SUITE C SPRINGFIELD, IL 62704 (217) 492-5090

> 240 REGENCY CENTRE COLLINSVILLE, |L 62234 (618) 344-3065

221 EAST BROADWAY, SUITE 102 CENTRALIA, IL 62801 (618) 532-9676

> CITY HALL, ROOM 12 110 EAST LOCUST HARRISGURG, JL 62946 (618) 252-8271

120 South FAIR STREET OLNEY, IL 62450 1618) 392-7737

www.house.gov/shimkus

ENERGY AND COMMERCE COMMITTEE

SUBCOMMITTEES: ENERGY AND ENVIRONMENT

HEALTH

COMMUNICATIONS, TELECOMMUNICATIONS, AND THE INTERNET July 8, 2009

Mr. Peter M. Rogoff
United States Department of Transportation
East Building
1200 New Jersey Avenue, Se
Washington, DC 20590-0001

Dear Mr. Rogoff:

I am writing in support of the application submitted by the Illinois Department of Transportation for funding under the TIGGER Grant.

Funding awarded would be used to purchase 31 hybrid paratransit vehicles, which would be used to replace 31 non-hybrid vehicles within 7 different state agencies. Not only would this purchase create and or sustain 24 full-time green jobs within these agencies, but it would also reduce fuel usage by 100,000 gallons.

I thank you in advance for your consideration and if I can be of any further assistance, please contact my Projects Director, Rodney Davis, at 217-492-5090.

Sincerely.

PHYSHIMKUS

Member of Congress

JMS: sint1

CHAIMITTEE ON ENERGY AND COMMERCE

Hora Permanent Select Committee on Investigance Computer on The Committee

Congress of the United States House of Representatives Washington 1822-2005-1309

553a N. BROADWAY, SUITE 2 CHICAGO, IL 60640 Telephone: 773-506-7100 Cax, 773-506-9202

820 CAVIS STREET, SUITE 105 EVARSTON, it 60201 5 setsam, 847-328-3469 Fact 847-328-3425

Mr. Peter M. Rogoff United States Department of Transportation Administrator Federal Transit Administration East Building 1200 New Jersey Avenue, SE Washington D.C. 20590

RE: Illinois Department of Transportation Application for TIGGER Grant

Dear Mr. Rogoff.

I am writing to express my support for the application submitted to the United States Department of Transportation by the Illinois Department of Transportation. I understand the application seeks to secure funding under the TIGGER Grant for the purchase of 31 hybrid paratransit vehicles.

Under this grant, the Illinois Department of Transportation will: (1) replace 31 paratransit vehicles for seven agencies with hybrid vehicles; (2) create and or sustain 24 full-time green jobs; (3) reduce fuel usage by 100,000 gallons; and (4) reduce green house gas emissions by 871 metric tons.

As a Member of Congress, I believe that supporting efforts to reduce green house gas emissions and conserve our natural environment is of utmost importance. Funding from the U.S. Department of Transportation would allow the State of Illinois to continue its efforts to promote sustainability and respect for the environment during an era of urban sprawl and global warming. I am in complete support of proposals that reduce auto emissions and increase efficiency standards that will bring us closer to the important goals of energy independence and a clean environment.

I am confident that funding from the U.S. Department of Transportation will produce very meaningful results and allow the State of Illinois to continue its efforts to promote sustainability and respect for the environment. I truly hope that the Illinois Department of Transportation's application receives a favorable response.

If I can be of further reference or assistance to you in this matter, please contact Mr. Dave Davis of my staff at 847-328-3409.

Sincerely,

Jan Schakowsky Member of Congress

WEBSITE http://www.weferuse.gov/schakowsky/

PAINTED ON BLONGED FACES

E MAIL jan.schazowsky@mail.house.gov

TD:

JUL 01'09 14:12 No.002 P.02

☐ SPRINGFIELD OFFICE **ROOM 121C** STATE CAPITOL BUILDING SPRINGFIELD, ILLINOIS 62706 PHONE: 217-782-5247 FAX: 217-782-5340

H-MAIL: whalne@sonatedem.ilga.gov

M LEGISLATIVE SERVICE OFFICE 307 HENRY STREET - SUITE 210 ALTON, ILLINOIS 62002 PHONE: 618-465-4764 FAX: 618-465-4816 E-MAIL: senhaine@chastl.com

STATE OF ILLINOIS



WILLIAM R. HAINE

SENATOR 56th Senate District

July 1, 2009

CHAIR

INSURANCE COMMITTEE

MEMBER

JUDICJARY LICENSED ACTIVITIES TELECOMMUNICATIONS & TECHNOLOGY CKIMINALLAW LEGISLATIVE REFERENCE BUREAU

Mr. Peter M. Rogoff United States Department of Transportation Administrator Federal Transit Administration **East Building** 1200 New Jersey Avc., SE Washington, D.C. 20590

Re: Illinois Department of Transportation Application for TIGGER Grant

Dear Mr. Rogoff:

Please accept my strong support for the application by the Illinois Department of Transportation for funds under the TIGGER Grant for the purchase of 31 hybrid paratransit vehicles. This grant will be of great service to the constituents of my district and improve the environment we all live in. Under this grant, the Illinois Department of Transportation will:

Replace 31 paratransit vehicles for seven agencies with hybrid vehicles; Create and/or sustain 24 full-time green jobs; Reduce fuel usage by 100,000 gallons; Reduce green house gas emissions by 871 metric tons.

I fully support the initiatives of the Illinois Department of Transportation in this innovative project and would appreciate full consideration of this grant from the ITA.

Very truly yours,

William R. Haine

Illinois State Senator -- 56th District

WRH/jgk

Cc: Honorable Gary Hannig, Secretary, IDOT

THOMAS HOLBROOK

STATE REPRESENTATIVE . 113TH DISTRICT

SPRINGFIELD OFFICE: 267-S STRATTON OFFICE BUILDING SPRINGFIELD, ILLINOIS 62706 217-782-0104

DISTRICT OFFICE: 9200 W. MAIN - SUITE 4 BELLEVILLE, ILLINOIS 62223 618-394-2211

DISTRICT OFFICE: 1310 NIEDRINGHAUS GRANITE CITY, ILLINOIS 62040 618-451-0200



ILLINOIS GENERAL ASSEMBLY

June 30, 2009

COMMITTEES:

MEMBER

- · ENVIRONMENT & ENERGY CHAIRMAN
- · FINANCIAL INSTITUTIONS
- · REGISTRATION & REGULATION
- REVENUE
- PUBLIC UTILITIES
 VICE CHAIRPERSON
- . DOPS OVERSIGHT
- · RAILROAD SAFETY
- · TELECOMMUNICATIONS
- · FIRE PROTECTION

Mr. Peter M. Rogoff
United States Department of Transportation
Administrator, Federal Transit Administration
East Building
1200 New Jerse Ave SE
Washington DC 20590

Re: Illinois Department of Transportation Application for TIGGER Grant

Dear Mr. Ragoff:

I am writing to express my support of the application by the Illinois Department of Transportation (IDOT) for funds under the TIGGER Grant so that IDOT may purchase 31 hybrid paratransit vehicles. This grant will be of great service to my constituents and will improve the environment in which we live. Under this grant, the Illinois Department of Transportation will be able to:

Replace 31 paratransit vehicles for seven agencies with hybrid vehicles, Create and sustain 24 full time "green" jobs, Reduce fuel usage by 100,000 gallons, And reduce green house gas emissions by 871 metric tons.

I fully support the Illinois Department of Transportation's initiatives in this innovative project and would appreciate full consideration of this grant from the FTA.

Sincerely,

THOMAS HOLBROOK

State Representative

113th District

TH/nd

GENERAL ASSEMBLY STATE OF ILLINOIS

COMMITTEES:

APPROPRIATIONS

ELEMENTARY & SECONDARY

EDUCATION

APPROPRIATIONS
HUMAN SERVICES

HEALTH CARE LICENSES
CONSUMER PROTECTION



SPRINGFIELD OFFICE: 276-S STRATTON BUILDING SPRINGFIELD, ILLINOIS 62706 217-782-5951 217-782-8794 FAX

DISTRICT OFFICE: 4700 STATE STREET SUITE 2 EAST ST. LOUIS, ILLINOIS 62205 618-875-9950 618-875-9870 FAX

June 30, 2009

Mr. Peter M. Rogoff United States Department of Transportation Administrator Federal Transit Administration East Building 1200 New Jersey Avenue SE Washington D. C. 20590 DECEIVED

Illinois Dept. of Transportation
Division of Public and
Intermodal Transportation

Re: Illinois Department of Transportation Application for TIGGER Grant

Dear Mr. Rogoff:

I am writing to express my support of the application by the Illinois Department of Transportation for funds under the TIGGER Grant for the purchase of 31 hybrid paratransit vehicles. This grant will be of great service to my constituents and improve the environment we all live in.

Under this grant, the Illinois Department of Transportation will replace 31 paratransit vehicles for seven agencies with hybrid vehicles, create and/or sustain 24 full time green jobs, Reduce fuel usage by 100,000 gallon and reduce green house gas emissions by 871 metric tons.

I fully support the Illinois Department of Transportation's initiatives in this innovate project and would appreciate full consideration of this grant from the FTA.

Sincerely,

Eddie L. Jackson SV.

State Representative 114th Legislative District

tachson Su.

ELJ/bj

SPRINGFIELD OFFICE 200-8N STRATTON BUILDING SPRINGFIELD, IL 62706 (217) 782-1118 FAX (217) 558-6271



DISTRICT OFFICE 202 N. PROSPECT, SUITE 203 BLOOMINGTON, IL 61704 (309) 662-1100 FAX (309) 662-1150 www.rep-danbrady.com

DANIEL P. BRADY

STATE REPRESENTATIVE · 88TH DISTRICT REPUBLICAN CONFERENCE CHAIRMAN

July 8, 2009

Mr. Peter M. Rogoff Administrator Federal Transit Administration United States Department of Transportation East Building 1200 New Jersey Ave., SE Washington, D.C. 20590 DECEIVE D

Illinois Dept. of Transportation Division of Public and Intermodal Transportation

Re: Illinois Department of Transportation Application for TIGGER Grant

Dear Mr. Rogoff:

I am writing to express my support of the application by the Illinois Department of Transportation for funds under the TIGGER Grant for the purchase of 31 hybrid paratransit vehicles. This grant will be of great service to my constituents and it will improve the environment we all live in. Under this grant, the Illinois Department of Transportation will:

Replace 31 paratransit vehicles for seven agencies with hybrid vehicles Create and or sustain 24 full time green jobs Reduce fuel usage by 100,000 gallons Reduce green house emissions by 871 metric tons

I fully support the Illinois Department of Transportation's initiatives in this innovative project as it will benefit the citizens of the Bloomington-Normal Community. Therefore, I would appreciate full consideration of this grant from the FTA. If you have any questions please do not hesitate to contact me at my District Office.

Sincerely,

Daniel P. Brady State Representative 88th District

cc: Mr. Gene Marks - IDOT

COMMITTEES

Human Services (Chairman)
Higher Education (Vice-Chair)
Approp. Higher Education
Adoption Reform
Public Policy & Accountability
Environmental Health
Election & Campaign Reform



NAOMI D. JAKOBSSON

STATE REPRESENTATIVE • 103rd DISTRICT E-mail: naomi@naomijakobsson.com CAPITOL OFFICE: 257-S Stratton Building Springfield, IL 62706 217-558-1009 217-557-4536 - FAX

DISTRICT OFFICE: 206 N. Randolph, Suite 120 Champaign, IL 61820 217-373-5000 217-373-8679 - FAX

July 13, 2009

Mr. Peter M. Rogoff United States Department of Transportation Administrator Federal Transit Administration East Building 1200 New Jersey Ave, SE Washington D.C. 20590

Re: Illinois Department of Transportation Application for TIGGER Grant

Dear Mr. Ragoff,

I am writing to express my support of the application by the Illinois Department of Transportation for funds under the TIGGER Grant for the purchase of 31 hybrid paratransit vehicles. The funds from this grant would be of great service to my constituents and would improve the environment that we all live in. Under this grant, the Illinois Department of Transportation will:

Replace 31 paratransit vehicles for seven agencies with hybrid vehicles Create and or sustain 24 full time green jobs
Reduce fuel usage by 100,000 gallons
Reduce green house gas emissions by 871 metric tons

I fully support the Illinois Department of Transportation's initiatives in this innovative project and would appreciate full consideration of this grant from the FTA.

Please feel free to contact me if you have any questions. I can be reached at (217) 373-5000 or by e-mail at naomi@naomijakobsson.com

Sincerely,

Naomi D. Jakobsson

State Representative

103rd District



OFFICE OF THE MAYOR

June 26, 2009

Mr. Peter M. Rogoff United States Department of Transportation Administrator Federal Transit Administration East Building 1200 New Jersey Avenue S.E. Washington D.C. 20590 RECEIVE D

Illinois Dept. of Transportation Division of Public and Intermodal Transportation

Re: IL DOT Application for TIGGER Grant

Dear Mr. Ragoff;

I am writing to express my support of the application by the Illinois Department of Transportation for funds under the TIGGER grant for the purchase of 31 hybrid paratransit vehicles. This grant will be of great service to my constituents and improve the environment we all live in. Under this grant, the Illinois Department of Transportation will:

- Replace 31 paratransit vehicles for seven agencies with hybrid vehicles.
- Create and or sustain 24 full time green jobs
- Reduce fuel usage by 100,000 gallons
- Reduce green house gas emissions by 871 metric tons

I fully support the Illinois Department of Transportation's initiatives in this innovate project and would appreciate full consideration of this grant from the FTA.

Sincerely,

John Thodos, Mayor City of East Moline



OFFICE OF THE MAYOR

301 River Park Drive East St. Louis, Illinois 62201 618-482-6601 Office - 618 -482-6629 Fax

Mr. Peter M. Rogoff United State Department of Transportation Administrator Federal Transit Administration East Building 1200 New Jersey Ave. SE Washington D.C. 20590

Re: Illinois Department of Transportation Application for TIGGER Grant

Dear Mr. Ragoff,

I am writing to express my support of the application by the Illinois department of Transportation for funds under the TIGGER Grant for the purchase of 31 hybrid paratransit vehicles. This grant will be of great service to my constituents and improve the environment we all live in. Under this grant, the Illinois Department of Transportation will:

Replace 31 paratransit vehicles for seven agencies with hybrid vehicles Create and or sustain 24 full-time green jobs
Reduce fuel usage by 100,000 gallons
Reduce green house gas emissions by 871 metric tons

I fully support the Illinois Department of Transportation's initiatives in this innovative project and would appreciate full consideration of this grant from the FTA.

Sincerely,

Alvin Parks

alvin L. Parke Jr.

Mayor